



ASLEF

PUBLISHED BY THE ASSOCIATED SOCIETY OF LOCOMOTIVE ENGINEERS AND FIREMEN

JOURNAL
MARCH 2013

50 Years On – Still clearing up the mess from Beeching's vandalism

On 27 March 1963 the Beeching report '**The Reshaping of British Railways**' was released. It called for the closure of one-third of the UK's 7,000 railway stations.

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Planning, not Beeching

Ernest Marples was an unsavoury character. His role as a government transport minister and his position as head of the Marples Ridgway road-building company contained blatant conflicts of interest; Lord Denning says he was a regular visitor of prostitutes; and he was revealed as a tax-dodger when he scooted off abroad to escape paying his dues. But even these crimes paled into insignificance when, as the Conservative minister of transport, he appointed Richard Beeching as chairman of British Railways with the mission of destroying the UK's rail network.

Richard duly came up with the report his master required: the harmless-sounding 'Reshaping of British Railways'. This title proved to be a breathtaking distortion of the English language. By 'reshaping' he actually meant vandalising, destroying and obliterating. It's like saying that the Allies 'reshaped' Cologne towards the end of the Second World War.

The Beeching Axe was the worse example of the malaise of short-term thinking that has beleaguered our industry throughout its history, and which continues today in franchising. Now 15-year franchises are being touted as solving the problem. It is ludicrous. Railway planning has to be considered for generations, not a decade and a half. The only thing that can be done in a hurry is destruction – which is so often regretted later. We would be a cleaner more efficient and socially accessible country if branch lines had not been turned into scrap.

The real tragedy is that no one seems to have learned any lessons. Rail has a central part to play in any thriving green economy. But instead of planning now to hand on a national integrated rail network to a future generation, we concentrate on linking a handful of main cities on a north-south axis, while whole regions are ignored.

We welcome HS2, but it should be a start. It should be the backbone of a network that reaches out to provide reliable rail to the whole country. Beeching, Marples and the other vandals made this difficult. But with good will and careful planning, it can still be made a reality.

Mick Whelan, General Secretary



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ABOUT ASLEF

Aslef Journal published monthly by ASLEF

✉ 77 St John Street London EC1M 4NN ☎ 020 7324 2400

📠 020 7490 8697 📧 journal@aslef.org.uk 🌐 www.aslef.org.uk

ASLEF JOURNAL | EDITOR Mick Whelan | PRINTED BY TU ink, London EC2A 4QS | GRAPHIC DESIGN Michael Cronin

ADVERTISING Ten Alps Media, 1 New Oxford Street, High Holborn, London, WC1A 1NU | ADVERTISING CONTACTS Contact claire.barber@tenalps.com Tel : 020 7878 2319 MEMBER SMALL ADS Email journal@aslef.org.uk or call headquarters.

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**More than
just a union**

Another government attack on final salary pensions

IN 2017 'contracting out' of the State Second Pension (S2P) will end. This is the practice where individuals can opt out of paying into the second state pension if their workplace pension meets certain criteria.

The government now plans to get rid of S2P and introduce a new flat rate state pension. Therefore, as there is nothing to opt out of, 'contracting out' will cease. In turn the National Insurance (NI) rebate will also cease - meaning higher NI contributions for both members and employers.

The Railway Pension Scheme (RPS) is contracted out, which means both the employer and employee receive a National Insurance rebate. These changes, and the effect they have on NI rates and the integration factor (the element of the Basic State Pension that makes up your railway pension) will have wide ranging effects on the RPS.

Contracted out employers will have to pay the same rate of NI as all other employers,

meaning the employer NI rate for each contracted-out employee will increase by 3.4% of employee earnings between the Lower Earnings Limit (LEL) which is currently £5,564 and the Upper Accrual Point (UAP), currently £40,080.

In other words, these new rules will cost employers more money in NI contributions; inevitably meaning that they will want to make savings within the RPS.

TRUSTEE CONSENT QUASHED

The Government 'considers it is right to enable private sector employers to change their scheme design to offset their additional NI costs. In the White Paper, the Government announced that it intends to give powers to employers in order for them to change scheme rules for this purpose without trustee consent.'

This is an issue for all members. However, protected members have the legal right to pensions no less favourable than those they were entitled to whilst British Rail employees, which prevents the employer or the scheme from making changes which reduce future pension accruals. Rail is by far the largest of the former nationalised industries - rail, coal, electricity - covered by the 'protected pensions' legislation. The Government says that changes would be limited to only account for the increase in costs caused by the ending of the NI rebate.

They also stated that one reason for this is

'sponsoring employers affected by the PPR rules were clear that they would not have a differential treatment for protected and non-protected persons.'

THE WAY IS OPEN TO REDUCE BENEFITS

- Firstly this will lead to a reduction in all members' benefits. Employers prefer to cut benefits as they make the savings whilst being unaffected by the pain of reduced benefits.
- Secondly, at the time of privatisation, part of the covenant between the workforce and the government was to enshrine certain protections in law. They are now threatening to break this promise. Even if this is to a limited degree, it is a worrying precedent.

The difficulty in making changes to protected members' benefits of the RPS has also shielded non-protected and indefeasible right members over nearly two decades since privatisation.

The changes being made to the basic state pension in January's White Paper will have dire consequences for the funding of many opted out final salary schemes - and the RPS in particular. The added burdens placed on the scheme's funding by these changes will lead towards some very difficult decisions at the next valuation.

All this is compounded by employers being permitted to amend benefits without trustee approval and hard fought for protections being waived by a Tory government who, quite frankly, couldn't care less what happens to your pension.

○ Report by National Organiser Simon Weller



LABOUR PLANS FOR LONDON

Labour's alternative budget for London was announced last month and includes

- a Jobs Guarantee for all 16-24 year olds who have been out of work for a year
- cut transport fares by 1% so they are in line with inflation
- re-allocate business rates to protect frontline police and fire services
- freeze the Mayor's share of the Council Tax
- begin the process of setting up a London-wide lettings agency

ScotRail overwhelmed by driver applications

ScotRail says it received 2,229 applications after advertising 18 trainee driver posts on the new £300m Borders railway last month.



The scheme linking Edinburgh Waverley with the Borders region is due to open in 2015.

Local MSP Christine

Grahame says she's not surprised, 'The positions carry a bit of kudos - it will be great to say you drive a train for a living.'

New ASLEF Women's Badge for IWD



'To commemorate International Women's Day, the union's Women's Representative Committee has produced a new badge,' says WRC Chair Deborah Reay. 'Every female member of ASLEF will receive one via their branch secretary and other members can get them from Head Office.'

International Women's Day has been

celebrated on 8 March each year since 1911, and in some countries it is a national holiday. It was originally intended to highlight women's struggle for equality in social and political arenas, and especially their right work, vote, and hold public office.

Now the hundreds of events that take place across the globe celebrate women's achievements both historically and in the present and aim to inspire women and girls to strive for equality and a better life for themselves and other women around the world.

WELSH NATS BACK PUBLIC RAIL

Plaid Cymru transport spokesman Jonathan Edwards said that he would prefer the Great Western franchise to be operated by the government-owned Directly Operated Railways, which currently runs the East Coast Main Line.

Now bidding on Great Western franchise is scrapped!

When the government announced the scrapping of bids for the Great Western franchise last month, ASLEF's Mick Whelan called for a 'top-to-bottom review of rail financing, involving passengers and workers as well as politicians and other interested parties, charged with establishing an integrated, affordable and accessible public service'. He said we must replace 'a discredited approach based on John Major's outdated formula' and change 'the dogma of a previous era'.

Bidding was also halted on the Essex Thameside and Thameslink franchises. The total cost to the taxpayer is estimated to be in the region of £150 million.

'This is not a problem that can

be solved with sticking plasters,' Mick says. 'It shows that the whole system is flawed and needs to be replaced. The only legitimate question is, 'How exactly do we do it?' That should be the terms of reference for a review involving all users, workers and other interested parties.'

He points out that successive governments have clung to a franchising system that was cobbled together in a rush by John Major's government to satisfy a political dogma that said 'private is good, public is bad'.

He points out that ending franchises would be at no cost to the taxpayer if existing ones were allowed to run their course – which is in stark contrast to the

present system. The West Coast fiasco cost the taxpayer some £100 million. The cancellation of the Great Western bidding process will cost taxpayers another £50 million.

Mick says he is appalled at how ministers are tainting the successful and popular railway industry by being directly

responsible for 'one disaster after another'. And he adds that trying to shunt the blame onto a handful of civil servants for not doing their sums properly is 'treating the public as fools'.

A poll the union sponsored last year revealed that 70% of the public want rail returned to public ownership.



Four decades of campaigning for better transport

Forty years ago, on the tenth anniversary of the announcement of the Beeching proposals, ASLEF joined other unions and environmental pressure groups in setting up the organisation now known as Campaign for Better Transport. We have supported its work ever since.

Transport 2000, as the organisation was then known, always focused on the benefits of rail and stressed the vandalism of Beeching's proposals to close 2,363 stations and 5,000 miles of track.

Almost incredibly at the time railways were seen by some as a declining form of transport which would be replaced by road and air travel in the same way as railways superseded

canals. Today demand for rail travel is at its highest level since the 1920s - in freight as well as passenger travel.

Today CBT includes walking, cycling and canals in its campaigning brief, so it was appropriate that its 40th birthday party was held in London's Canal Museum near Kings Cross station. Two main speakers at the event were Michael Palin, who is the charity's President, and Lord Faulkner of Worcester, a former vice-President of the organisation, who has written the Journal's centre page feature on Beeching this month. Michael emphasized that 'the need for effective alternatives to the car has never been more urgent' and both spoke of the



importance of continuing to lobby for a better rail network and improved services across the country.

The CBT is now seen as a formidable and influential organisation, and has, in Stephen Joseph, a talented and knowledgeable leader. It has had successes in arguing against huge road projects and increased airports and has headed up initiatives in which we have been especially active, like 'Fair Fares Now' as well as supporting research projects like 'Railways:



Michael Palin argued that we urgently need alternatives to cars

Fit for the Future' and 'Reopening Railways'. ASLEF and CBT also collaborate as members of 'Freight on Rail'.

We wish a happy birthday to the Campaign which is a charity dependent on donations – and even more on large numbers of local-level volunteers who support its work.

The CBT website is www.bettertransport.org.uk

Union reacts to Waverley pollution

The union has demanded action to cut pollution at Edinburgh's Waverley Station after a study revealed that air pollution at the station is seven times higher than public safety limits (see last month's report).

ASLEF's Scottish Officer Kevin Lindsay says the union has written to Network Rail and train operators including ScotRail, East Coast and Virgin demanding action to reduce dangerous emissions inside the station.

Kevin says it is 'completely unacceptable' that nitrogen dioxide – produced by vehicle exhaust and capable of damaging lungs, blood and immune systems – was recorded in four areas around Waverley's concourse. He has called for concrete proposals for how Network Rail and the train companies intend to improve air quality in the station.

One immediate step that could be taken, he argued was to prevent diesel locomotives from coming into the covered area.

Waverley is the only UK mainline railway station that still allows vehicles, including taxis, private cars and delivery trucks, to drive right inside it.



Dangerous levels of emissions at Waverley

Impasse on travel facilities



Despite years of activity by the union, we are at an impasse in our campaign to extend full travel facilities to non-safeguarded staff, reports National Organiser **SIMON WELLER**

In July 2009 as the National Organiser I put a report to the Executive Committee to instigate a collective approach to addressing the problem of the disparity of travel.

A strongly worded letter was sent to all companies seeking their support for the extension of staff travel. We received exactly the same wording from each TOC saying they did not support such a move (obvious evidence of collusion and interference from ATOC – which will surprise no one). So we've asked for travel to

be extended and the employers association ATOC have said 'No'. So – where to now?

The union instructed every company council to put travel facilities in the machinery of negotiation with the expressed intention of creating a 'failure to agree' at every company.

In January 2011 a further report was put to the EC confirming that all companies bar two were at the 'failure to agree' stage.

Our strategy was to ballot all companies at the same time for

national industrial action. We had the makings of a national dispute. At the same time we had placed strategic questions in Parliament as well as EDM 500 – December 2010, timed to emphasise our cause. (See <http://www.parliament.uk/edm/2010-12/500>)

This had the unintended consequence of alerting the Tories – who were just starting their public sector cuts – to the issue. They painted our claim as their constituents subsidising rail workers leisure travel. Instead of asking, 'Why is this unfair and divisive practice continuing, where some people in the industry get free travel when others do not?' they span it as 'Why on earth does anyone get free travel?'

Meantime reports on the railway pension scheme and the

associated ATOC proposals made grim reading – and the government changed the terms of McNulty's report into the railway to match their cuts agenda. We were faced with potential battles on a number of fronts; battles that are still out there.

As a result the Executive recommended to the AAD two years ago that the travel facilities campaign be put on hold while we grappled with the more pressing issues of McNulty, pensions and rail funding. This was accepted at the time, but now the situation is being reassessed.

I can assure you that our objective of achieving parity in travel facilities for all will not be forgotten – but we need to choose the time and place to press for it.

DRIVER HONoured AS CAMERAS ARE INSTALLED AT LLANBOIDY

Carmarthen Driver Colin Bowen was honoured at a special presentation evening held at Cardiff's Marriot Hotel on 14 January, reports **John Boreham**, secretary of the Arriva Trains Wales company council.

Colin was the driver of the 09:10 Milford Haven to Manchester Piccadilly train that hit a hay lorry on Llanboidy level crossing.

The Acting Managing Director of ATW, Ian Bullock, said Colin was 'a

very worthy winner of the company's 'Gold Exceptional Contribution Award'. His actions on the day of the crash 'undoubtedly helped prevent serious injury to colleagues and passengers on the train' and Colin was congratulated for 'using his considerable experience and training to minimise the impact of the incident.'

Colin has now returned to full-time duties after a period away

from work and says he's grateful to the union for the support he received after the stressful incident. A civil case has been settled with the aid of Thompsons, the union's solicitors.

After the court hearing where the lorry driver pleaded guilty to endangering the lives of passengers, Network Rail said red light enforcement cameras will be fitted at the crossing at the earliest opportunity.



Cameras are to be installed at the crossing, while the tractor driver is due to be sentenced later this month

Fresh appeal over Inverkeilor derailment

British Transport Police have issued a fresh appeal for information about November's train derailment at Inverkeilor which ASLEF's Scottish officer Kevin Lindsay described at the time as a 'callous and cowardly attack' (see last December's Journal).

Officers believe an object was placed on the line deliberately, putting the lives of the 36 passengers and train driver on the Edinburgh to Aberdeen CrossCountry train at risk.

The rail industry subsequently put up a £25,000 reward for information — which is yet to be claimed.

Police believe tracing a group of youngsters seen near the tracks on the night before the incident may be vital to solving the case but as yet no arrests have been made. They want to identify four people who ranged from 5ft to 5ft 6in who were seen walking towards Bryanton House, just off the A92, prior to a bonfire at Inverkeilor on the night before the derailment.

Police have also asked anyone who took photographs at the bonfire that night to come forward.



It was a miracle no one was seriously injured in what appears to be a deliberate act of vandalism

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Homophobia - fear and hope

THE union's LGBT committee has seen an increase in homophobic activity throughout the Districts - from graffiti on toilet walls to open abuse in mess rooms and locker rooms carried out by our own brothers and sisters, against our brothers and sisters.

One brother who recently 'came out' has been referred to as a 'paedophile' because he's gay. The increase in graffiti in staff toilets has increased so much that some TOCs have had to put up notices in every male loo reminding people that homophobic abuse is not only unacceptable, but will be dealt with severely.

This is all taking place in staff-only areas - so we can't blame the general public for it. Do we, as civilised human-beings, really need to be told that bullying and harassment of an individual or group based on their difference is unacceptable?

WHERE BANTER STOPS

Within my own District concerned branch secretaries have advised me of instances of direct homophobic abuse. This is not just good-humoured mess room banter. It's demeaning, hurtful bullying and direct abuse. It also isn't confined to any one District and appears to be on the increase across the board. I fear that if we don't pull together and see that this behaviour is countered, reversed and stopped - then we could face a situation where someone is at the very least out of a job

and at worst an individual could be harmed or even lose their life due to continued harassment.

HOPE IN UNION

Now I turn to Hope. I have great faith in our union and I know the majority of my brothers and sisters support equality and will defend and pursue what is right for the greater good of all in society. ASLEF has very strong and active LGBT, Women's and BEM Committees who are totally committed to working together in helping our brothers and sisters.

We can also rely on the support of a very proactive General Secretary, National Organiser, Executive Committee and District Organisers, and we have a skilled and dedicated administration team. But most importantly we have the membership, the branch secretaries and lay members who stand up in the mess rooms and confront the bullies and hate preachers; who get in touch with the union's representative committees to report abuse. I have hope in a Society where mostly right-minded people support our causes and aims towards an equal society where difference is embraced and not feared.

I know it's only the minority who cause so much trouble with their small minds and limited life experience. The majority have a 'live and let live' attitude. We are now on the path of following France's Socialist Government in allowing LGBT people to marry - so the future



Let's see the new poster displayed in every union notice case

is bright.

I would like to offer my sincere thanks to all who support our causes for equality and the work they do silently - either by throwing away homophobic material or by standing up and challenging the bigots. I ask you all to support the LGBT Committee's Anti Homophobia Campaign by seeing that all ASLEF notice cases display our new posters.

Darran Brown, Secretary, ASLEF's LGBT Representative Committee

ASLEF members in new Ken Loach film

ASLEF members Ray Jackson and Bill Ronsby are featured in 'The Spirit of '45' - the new film by Ken Loach which is coming out this month. In the next edition of the Journal, we'll be talking to our film stars - if they aren't too snooty with their new status!

In the interim **Katy Proctor** went to preview the film. These are her impressions ...

In 1945 there was a striking paradox between Britain's prestigious international standing and the reality of the desperate conditions that so many people lived in. Nevertheless, it is their feeling of optimism that comes through the footage and interviews of Ken Loach's new documentary. As they joyously celebrated Britain's victory and prepared to rebuild the country,



Ken's new film asked what has happened to the cooperative spirit of Labour's post-war victory

working class people were determined to take control of the future, and confident they could win the struggle over poverty and inequality.

The war had proven that when communities organised themselves and fought together, anything was possible: 'If we can create full employment during the

war killing Germans, then we can do it afterwards too, building houses, roads and hospitals.'

Soon, for the first time, people could get free prescriptions and spectacles, and rent council houses. Bringing industries into national ownership made sense because large scale planning was more efficient and guaranteed

regular investment in safe working conditions.

With Thatcher came individualism, privatisation, competition and the dismantling of the structures that kept the country running and communities together. Today, capitalism has failed and over a billion young people are out of employment. This documentary is a call on them, and all, to rediscover the potential power of community spirit and action.

'The Spirit of '45' will be in cinemas around the country from 15 March. On 17 March participating cinemas will have a live satellite Q&A panel discussion after the film with Ken Loach and guests TBC. Go to <http://thespiritof45.com/screenings> to book tickets. Twitterers can join in the conversation @TheSpiritof45

Platform edges and gross negligence

There are 5,671 platforms in this country. Of these only 384 conform to Railway Group Standards for both offset and height. Over 93% of platforms don't even meet the required standard – and that's the minimum standard, not the stricter one the DfT wanted to implement – but the railway industry sidestepped.

These astonishing facts were recently unearthed by ASLEF's Health and Safety department just as deaths and injuries involving out-of-specification platforms have come to the fore. Like many safety incidents it takes a number of pathogens to come together to create an unstoppable event; add in alcohol, drugs, distraction, repetition – and a life may be lost.

This happened in a recent case where one of our members was found guilty of gross-negligence and sentenced to five years



Simon Weller

prison. We have to be careful in commenting on this as it is currently at appeal, but the judge found the evidence of the actions of our member as 'unequivocal'. This pronouncement came before publication of the independent, specialist RAIB report into the event – which didn't take such a fixed view.

As prominent Health and Safety lawyer Michael Appleby recently wrote, the standard of proof in a criminal case is 'beyond all reasonable doubt'. In the leading case on gross negligence (R v Adomako) the Court of Appeal said whether a

defendant's negligence is gross 'will depend on the seriousness of the breach of duty...in all circumstance...the jury will have to consider whether the defendant's conduct departed from the proper standard of care incumbent upon him...was such that it should be judged criminal'.

So, the threshold of 'gross' is a high one. The courts have approved such strong epithets as 'heinous', 'flagrant' and 'truly exceptionally bad'.

In the case of our member, the prosecution's criticism of failing to follow procedure is questionable; the jury's verdict at odds with the findings of RAIB – so is our member's conviction safe?

With the calls for more DOO(P) services from the Government and the increasing pressure on station dwell times, when will we see another series of pathogens come together with unsafe and out of specification platforms? Yet another life lost and another ASLEF member the scapegoat?

**Report by National
Organiser Simon Weller**



Rumblings underground

EC member Terry Wilkinson says London Underground are taking an increasingly macho and authoritarian approach to industrial relations – and that ASLEF members will not be treated other than with the dignity and respect they deserve.

It is surely no coincidence that there are disputes on:

○ **Jubilee Line** – where management have caused a serious breakdown of industrial relations by their refusal to abide by agreements. The union feels nothing can be gained by negotiation without the authority from members to take industrial action on the issue. A ballot of members at North Greenwich and Stratford on the Jubilee Line is being arranged, with 10 March being the final date for the return of ballot papers.

Jubilee Line members are also being balloted for action short of a strike because management has removed tunnel telephone wires without agreeing any replacement. This ballot will also close on 10 March.

○ **Bakerloo Line** – where the union was forced to take action for three weeks on the run to convince managers to discuss a detainment in a responsible manner.

Last year management introduced 'flash and dash' procedures which ended physical checks on trains before they entered sidings. Drivers were required to make three announcements, flick the lights on and off – and cross their fingers and hope the passengers had alighted.

As a result, over 3,000 passengers over-carried in a year – putting both drivers and passengers at risk. When management refused to reconsider, ASLEF members reacted by refusing to carry out their instructions.

○ Terry also points out that LUL last month announced plans to run trains until 02:00 at weekends from 2015 without troubling themselves to mention this to the staff, or the union that negotiated and agreed the Trains Framework agreement.

Call for end to building in Occupied Territories

The Palestine Solidarity Campaign Annual General meeting at the London Irish Centre in January saw ASLEF become the first national union to submit a motion to a PSC AGM. EC member Brian Corbett called for all settlement building in the Occupied Territories to be halted. In his speech he also criticised the development of the Jerusalem light rail system as 'entrenching the occupation', and lamented the involvement of European firms Alston and Veolia in the project.

The delegation held a range of informal meetings with senior trade unionists and campaigners.



Corbett led the ASLEF delegation to the Palestine Solidarity Campaign's annual meeting

500 CLUB

The winning number this month is 110 and District Council No 3 picked up the £292 prize money, reports Alan Taylor of the union's RMS Committee.



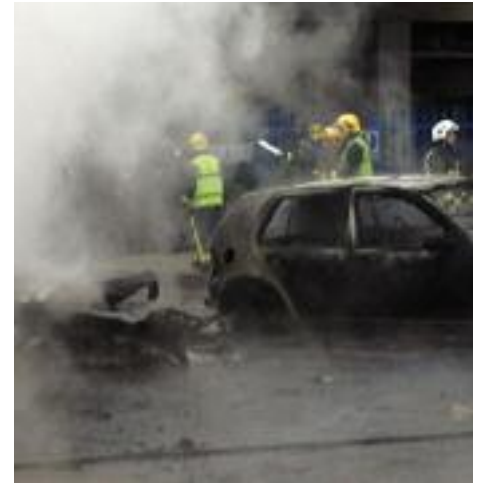
WORKERS MEMORIAL DAY – 28 APRIL

Workers Memorial Day – 28 April – falls on a Sunday this year. As a result some organisations, like the Northern TUC, are not organising regional events. However there will be local events across the country and we urge members to support any in your area.

CICA regulations have become illogical and unjust



KARL DAVIS, a driver in our Peterborough branch, a writer and a twitterer (@karldavis1979) was as shocked as the rest of us when a helicopter crashed in to a London building last month. But then he began to think about the implications for Criminal Injuries Compensation for those affected ...



ACCORDING to a leading aviation lawyer, the people witnessing the horrific helicopter crash in South London may be entitled to compensation without having to prove whose negligence led to the incident.

Section 76 (2) of the Civil Aviation Act (1982) states that 'damages are recoverable without proof of negligence' and whilst nobody could, in any conscience, state that those watching the tragic events unfold in front of them were not, or will not be traumatised, this exposes the laws governing post-incident psychological injury as the unfastened bag of rotten spaghetti that it is; instead of the robust, orderly roadmap to justice that it should be.

Recently the government shamefully forced through changes to Criminal Injuries Compensation. This decision was taken purely on monetary grounds, and not in any way in line with the values of justice. Ministers have failed abysmally to 'govern in the national interest' (despite the very expensive promotional material claiming to the contrary) - citing as-yet-unqualified headline savings of £50m per annum.

I would contend that as a consequence of these foolish changes, the savings championed by huffing Coalition ministers will be wiped out at a stroke by the economic effects of extended absences from work, and further strain on an already inadequately-resourced NHS counselling service.

Changes include a redefinition of a crime, excluding 90% of applications due to moving of eligibility goalposts, and the removal of the right of train drivers and other rail workers to apply for compensation following a fatality arising from an act of trespass.

THIS IS NOT A MEANINGLESS HAND-OUT

Having been a train driver for a number of years, I have dealt with the aftermath of many incidents. I have been unfortunate enough to live the trauma of witnessing death under the wheels of my train. There are those who splutter at the thought of 'well paid train



Why does the law consider it traumatic to witness this incident, when rail fatalities are deemed to be of no consequence?

drivers' getting a hand-out for what some consider 'an occupational hazard'. In the current climate of cuts, austerity, and coalition sponsored 'race to the bottom' in terms of wages and conditions of employment, I can appreciate how such a view could gain traction.

Whilst CICA is a financial award, it is not about money. For me, it was about my actions being vindicated. There are two key things to remember here. First, CICA payments to rail staff have never been automatic. All applications are rigorously assessed against a strict tariff, and many are rejected. My own application was rejected twice - and took four years to successfully appeal!

It's also important to keep in mind the words I used above about 'a fatality arising from an act of trespass'.

CICA was only paid when the fatality and subsequent trauma were resultant of a crime (such as trespass). Applications borne from a fatality resulting from lawful use of a foot crossing for example were already ineligible.

Detractors also need to realise that trauma suffered by Train Drivers is very real. I am passionate about this, having previously written for The Guardian and others, appearing on the BBC and working with two universities to help improve training for mental health professionals dealing with workers recovering from trauma.

AN INCONSISTENT LAW

The inconsistencies of an archaic statute now dictate a double inequality.

- Firstly, trauma suffered as a result of an air incident is somehow perceived to be 'worthy' of state financial recognition - whereas those affected by rail incidents will be compelled into costly litigation against rail companies, Network Rail, or even the estate of the deceased!
- Secondly, the state now is differentiating between trauma suffered whilst wearing a uniform and that suffered whilst wearing your Sunday best.

This is a depressingly familiar, and grossly unfair, approach to working people. It is also against the very foundations of justice, not only by devaluing the pain and suffering of workers in the interests of a spurious programme of ineffectual 'deficit reduction' - but also by the legal provisions for post-incident compensation being administered in such a glaringly inconsistent way.

I hope that those dealing with the trauma of that life-changing event in South London are compensated and supported back to health. I just wish this government would apply the same level of gusto to installing a sense of consistency to these laws, as they do to being 'pennywise, but pound foolish'.

Compulsory voting is not the answer

argues **TOM BURNS** of ASLEF's Perth Branch

THE January issue of the ASLEF Journal contained an interesting piece by Kevin Lindsay, the Union's Scotland Officer, making the case in favour of compulsory voting.

His argument can be summarised in three main points. Compulsory voting, he says

- would address the problem of low voter turnout leading to questionable legitimacy of those elected.
- would prevent a slide into voter manipulation, totalitarianism and autocracy; and
- would energise the interest of the electorate in politics.

Kevin recognises that people will have different views - and I am certainly one of those. Rather than simply issue a point-by-point rebuttal of Kevin's points, I think it's better to explain what I believe the problem is, and offer an alternative solution.

The previous argument goes like this. There is a problem with low voter turnout: solution - force people to go out and vote. This is Statist and fundamentally undemocratic. It certainly does not answer the problem of voter apathy.

In fact, it could be argued that this is what gives totalitarian states the fig-leaf of legitimacy they invariably crave. To have a 100% turnout in favour of the

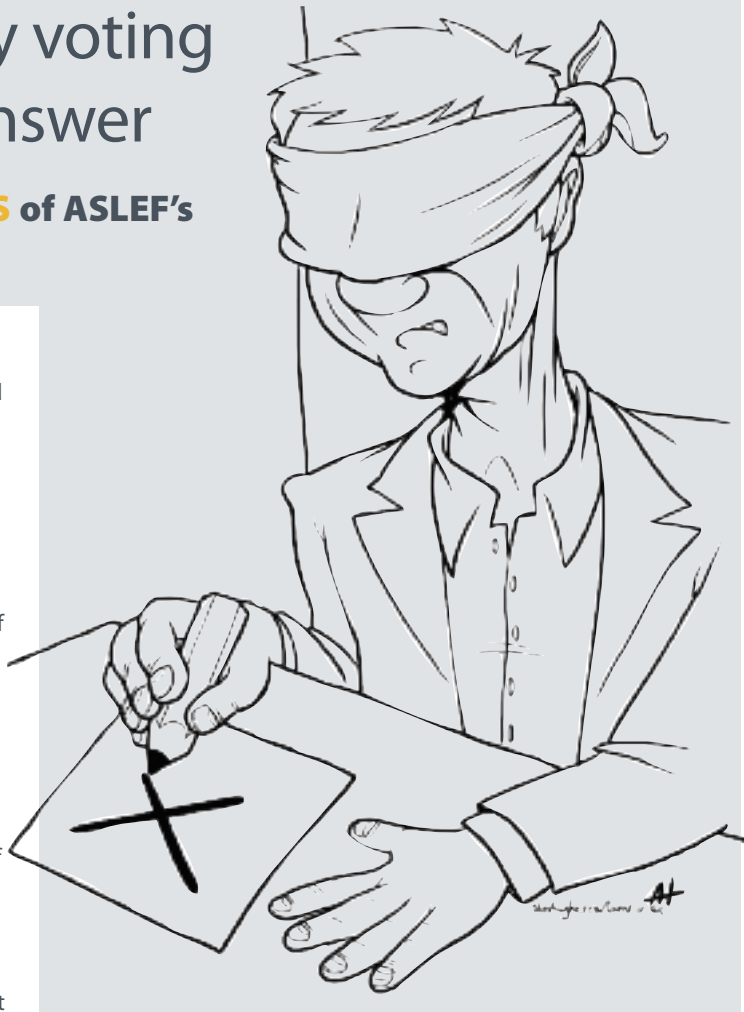


Illustration: Alex Hughes

only candidate on offer, or all candidates representing the same party, is no choice at all.

The problem as I see it is that people choose not to vote because they have arrived at the conclusion that it doesn't matter who you vote for - you get the same policies in the end anyway.

WE NEED A GENUINE CHOICE OF POLICIES

The challenge for politicians is to prove to the electorate that if, for example you choose a

government promising equality and fairness, you do not end up thirteen years later with a greater wealth gap than when you started.

If you choose a Government promising to focus on 'education, education, education' you do not end up with a higher proportion of students at top universities coming from public school than was the case when you took office.

I could go on ...

My point is that until voters are able to see that their votes change things, they will continue with their current scepticism.

So how do politicians achieve this reversal of disbelief?

CENTRAL POWER

The first thing we must do is return power to Westminster. It is simply not good enough to have a supposedly sovereign legislature which is forced by treaty to accept 75% of primary legislation without any discussion at all.

If people can see 'cause and

effect', their interest in politics will soon return. If people are interested they will feel energised to cast their vote and if they cast votes in numbers not only will representatives be legitimised, their influence and kudos will attract the best and brightest to stand (thus eliminating the 'fascist thug' tendency)

Voters want to see manifestos offering real alternative solutions to the issues of the day. And people would rather see fewer, better considered and costed policies, rather than the vague all encompassing 'aspirations' currently on offer.

I have spoken previously on the merits of moving the seat of government around the capital cities of these islands and decentralising government departments away from Westminster. I remain of the view that this would do more to bring government closer to the people than any amount of centralised political education programme.

WAYS OF VOTING ARE NOT THE PROBLEM

It is wrong to assume that somehow making voting easier - by increasing postal or electronic voting - will solve the current problem. I would argue the exact opposite is true.

Making the choice of a government feel similar to choosing who is to be eliminated from 'Strictly' or 'X-Factor' is to devalue the sense of privilege and the responsibility of enacting change on which democracy depends.

In a compulsory system, what happens in constituencies where the majority either spoil their paper or leave them blank? Do we ignore them, in which case what is the point? Or do we continually re-run the vote until the powers-that-be get a result they deem acceptable?

If the generations of brave people who fought and died to protect our way of life believed anything, it was surely that having the right to choose is precious and worth fighting for.

I suggest that having a vibrant and accountable Parliament enacting the will of the people, freely expressed is the true expression of that belief.

Not to impose the requirement to vote under duress.



Very appropriately for an article about voting, this is Tom pictured in the general assembly room of the United Nations!

THE BEECHING REPORT AND THE RAIL VANDALISM CONSPIRACY



Richard Faulkner has written a fascinating account of how the Beeching axe was wielded in his most recent book, 'Holding the Line'. He argues that it is wrong to see Beeching as a monster who destroyed railways – such massive change needed the complicity of a whole range of players. Here, he gives ASLEF members a flavour of his themes.

Richard, now Lord Faulkner of Worcester, was a researcher, a communications advisor and a Parliamentary candidate for the Labour Party before being appointed to the Lords in 1999. Transport, and especially rail, is the foremost of his political and personal interests ...

IT IS 50 years since the Beeching Report was published, yet still the arguments rage. The report left an indelible mark on Britain's corporate memory and still resonates today. The wilful destruction of a great British investment, the permanent loss of mobility entailed in being taken 'off the network', the lack of public consultation or scrutiny and the obduracy of officials combined to create a viewpoint whereby closures were not only unjustified, but unfair. They offended the British spirit of fair play and disrupted the British way of life – particularly in a rural or seaside setting.

Against this background, I decided that a book about the British people's love affair with their railways needed be written – and also about the repeated attempts made during the second half of the twentieth century to destroy them. The main threats lay in starving them of financial investment and drastically reducing the size of the network by extensive programmes of closures, which would have reduced it to little more than a small number of intercity routes and commuter services in conurbations – a similar outcome to what had occurred in most of the United States.

There were also bizarre proposals to concrete over rail lines in order to create new roads and busways. Other such 'solutions' included a widespread programme of substituting buses for trains and passing to local authorities the decision as to whether lines should close or stay open. The possibility of death through starvation was ever present, as government funding levels were cut and insufficient finance made available to carry out essential railway renewals and maintenance.



The Beeching vision: remote footpaths where once useful trains rumbled by ..

SEVERAL CONSPIRACIES

There was no single conspiracy to destroy the railways, but individuals from various parts of the political spectrum were drawn to the supposed holy grail of a much smaller network and a profitable 'core'. They included right-wing free-market ideologues opposed to the concept of public transport, well-meaning but misguided social democrats who saw rail subsidies as regressive, beneficial only to the middle classes, and a variety of lobbying interests who would benefit from the expansion of road building, car ownership and road haulage – including trade unionists opposed to the development of rail

freight services, and with a stake in the motor industry.

From the 1950s onwards, there was a widespread view that the nationalised railway was both badly managed and wasted vast amounts of money. The maximum threat to the integrity of the network occurred when at least two (or more) of the negative forces cited above came together, as in the period leading up to the Beeching Report and the subsequent implementation of its closure proposals in the 1960s.

The book examines the way in which closures were handled, the determination of officials to ensure that they took place (although in many cases these were thwarted) and the attempts made in more recent years to repair the damage that they caused.

RAIL TOUCHES LIVES

The railway continues to touch everyone's lives. About half of the population travel by train during the course of one year, while most of the other half benefit in terms of reduced road congestion or delivery of goods by rail – whether the white goods in their kitchen, the food in their

“ **THE BEECHING REPORT LEFT AN INDELIBLE MARK ON BRITAIN'S CORPORATE MEMORY** ”

fridge or the coal that produces the electricity they use.

Most people hold a view about the railways and many long to see them play a greater role in meeting Britain's transport needs. After a period of decline the network is now busier than ever, with levels of passenger use never before seen in peacetime. Indeed, the railway has been transformed over the space of 20 years, both in the way it is run and in the levels of service provided. However, while opinions are both vocal and varied, politicians, policymakers and economists all tend to agree that it costs too much.

This, in essence, has always defined the 'branch line' problem from the time that BR first moved from profit to loss in 1956. It led to the largest disinvestment in transport infrastructure ever seen in Britain, the consequences of which remain with us today in terms of miles of abandoned earthworks and thousands of



The destruction of the Euston Arch became a symbol of an attitude to rail bordering on hatred

redundant viaducts, bridges and tunnels, as well as communities denied access to a sustainable transport system

In some cases this disinvestment has proven irreversible, with roads, offices or houses now standing where the trains once ran. In other cases the trains have been reinstated to meet the needs of today, but at a high cost in terms of laying new track or upgrading lines formerly reduced to carrying freight at low speed

WILDE CUTS, NO DEBATES

Most surprisingly, this disinvestment took place without any real debate on how the railway could best support the country's economic, social and environmental objectives, alongside its key transport needs. It was carried out on the basis of very thin evidence of the actual costs or benefits of line provision, still less of the level of cost escapement following closure. There was an erroneous collective consensus for many years that branch lines and secondary routes were unprofitable; that their closure would result in net financial benefits large enough to solve the 'railway problem'; that there was an inherently profitable 'core' railway; and that the roads could accommodate all those for whom rail provision was supposedly uneconomic (as well as all the goods traffic). All these assumptions have



Stationary rail – the route to crowded roads and, for many, transport poverty

proven to be largely or wholly false.

This 'collective consensus' resulted in pressure by successive governments (and particularly the Treasury) for BR to make short-term savings and, latterly, to avoid investment in rolling stock or major infrastructure. Oscar Wilde's famous comment about cynics who 'know the price of everything and the value of nothing' could be applied to governmental policymakers, except that their knowledge of costs turned out to be pretty inadequate too.

For many it was easier to accept the proposition rather than challenge it, as there were always bigger issues at stake. Railway managers wanted to secure investment in rolling stock or electrification; trades unions sought to secure better pay and conditions. At various times, it was easier to accede to closures than to challenge them at the expense of these other priorities. At some point in this process, governmental determination to make radical and irreversible changes in the railway, and the clandestine way in which they were executed, gave them the appearance of a conspiracy.

RUTHLESS AND WILLING CONSPIRATORS

Some senior railwaymen (and until recently they were all men) were also part of this conspiracy, working hard to implement the closure programmes once they had been agreed. The management of closures was both ruthless and effective in delivering the objectives set by government. A cadre of managers, particularly at board level, were so committed to the objective that they saw off attempts by regional managers to retain lines that were not significant loss-makers or could have been of value as alternative routes. It was even suggested that, in the aftermath of Beeching, local managers were obliged to operate a quota, so that a proportion of lines would be closed in



Not closed for a train to pass. Closed for ever. An image of a tragic waste

their regions regardless of whether an economic case had been made.

Local authorities were also complicit, often because they wanted town centre developments, particularly road schemes, to make use of the railway land that would be released. One notorious example is Blackpool, where the council shamefully turned its back on the railway that had created its prosperity. In the 1960s, in the interests of building the M55 extension into the town by following the formation of the most direct railway line into Blackpool from Preston, it was happy to turn over the sites of Central station and the line to the South station to car parking. Even North station was cut back to the former excursion platforms to accommodate a traffic scheme and a supermarket. Other cities that lost large sections of railway to road and retail schemes include Gloucester, Cheltenham, Nottingham, Glasgow and Lancaster.

Most importantly, future projections were limited in scope and relatively unsophisticated. In the event, most of them have been proved wrong. Of all the scenarios that informed government or BR planning from the 1950s to the 1990s, none gave a hint of the levels of growth that have actually been experienced since the mid-1990s, particularly in the remarkable resurgence of demand for local and regional services.

The disinvestment which saw the closure of almost half the rail network was carried out in a ruthless and determined manner, inevitably drawing comparisons with BR's vandalism in demolishing the Euston Arch. It reflects the strength of feeling and resentment of the systematic destruction of a much-loved institution, via a juggernaut process pushed relentlessly by an organisation that would not listen to any proposed alternatives – even from their own passengers, or their staff.

Ian Allan Ltd, the publishers of Richard's book 'Holding the Line' are offering ASLEF members the opportunity to buy a copy for £13.95 post paid. The shop price is £19.99. To take advantage of this reduction go to www.ianallanpublishing.com/holding-the-line.htm and the voucher code is HTL13, to enter at the website checkout.

The Holloways: 95 years on the footplate!

If you want to be a train driver today, you'll need to fill masses of application forms; attend interviews; show a good standard of education; demonstrate technical and practical skills and negotiate very specific psychometric tests.

It wasn't quite like that when Tony Holloway joined the railway at the age of 17 back in 1980. 'My Uncle George was the Chief Traction Inspector for British Rail's Southern Region, so he set up an interview for me with the depot master at Victoria. He looked me up and down and gave me a sheet of paper with writing on it. I had to sort out the punctuation.'

'Later that day, Uncle George rang to tell me I'd got the job and I'd be starting at Norwood Junction.'

It was the norm in those days to recruit people who had family working on the railway. And given this criterion, Tony Holloway was a racing cert!

Tony's grandfather began his railway career at New Cross in 1918 aged 14, and five years later moved to Nine Elms as a fireman. His rail career didn't end until he was 71, as after leaving the footplate, he worked as a messenger from Southern House.

A RIGHT ROYAL RAILWAY FAMILY!

Meanwhile, he became a father to eight children. Remarkably all four boys became steam train drivers – and all four girls married steam train drivers!

The drivers were

- George, the oldest son who began on the railways in 1940 when he was 15 years old;



Tony at ASLEF's head office, where his uncle – Derek Fullick – was once general secretary

- Frank (who remains an active member of ASLEF's retired members' section;
- Len (who is Tony's dad); and
- Tony, the youngest of the boys.

The girls who married drivers were Rene, Hilda, Rose and Iris. Iris married Mark, who had been Len's fireman at Nine Elms. And Hilda married Derrick Fullick, who was the general secretary of ASLEF from 1990 until 1994! All sixteen are still alive and kicking with the sad exception of Rene's husband George Adams.

And if this isn't enough railway-family links, Stephanie, the daughter of Rose and husband Peter Johnson, and Heidi, the daughter of Iris and Mark Thom, both worked at ASLEF's head office when it was in Arkwright Road in Hampstead!

So given this, did our Tony even think about a different career? 'For a year after I left school, I was an apprentice electrician. And while I'd like

to say it was the pull of the railways that made me change – it wasn't! It was the 'young man's reason' – that I could double my pay on the railway!'

That was when Uncle George and his contact book dove into view.

'No one pressured me, but equally no one was surprised. I was at Norwood Junction for a year and then got a transfer to Waterloo, where all the family worked with the exception of traction inspector Uncle George.'

'It really was a family within a family, and if that sounds a bit like the Costa Nostra – we Holloways were known as the Waterloo Mafia! Because there were so many of us, there were all kinds of odd coincidences. Like, the inspector who passed me for driving told me that when he arrived in London, my grandfather found him his first digs.'

So the way the railway worked, the shifts (and the dodges!) were no surprise to Tony when he finally took up 'the family business'. It was just the same for his brother Bill, who, unsurprisingly, has been a train driver at Waterloo since 1982!

The union was always central to the family, and two years after Tony began work they were all on strike together during the 1982 flexible rostering strike. His uncle Derek Fullick was the EC President at the time and the rest



Tony with today's GS, Mick Whelan

A HUNDRED YEARS OF UNION

100 years ago the ASLEF Loco Journal marked fifty years of the London Underground history. It also concerned itself with the dangers of state control of rail ...

FIFTY YEARS UNDERGROUND

The Journal in March 1913 reviewed the book, 'The first railway in London' by A. R. Bennett noting, "The first railway was the London and Greenwich Railway", and Mr. Bennett deals exhaustively with its making and development from its inception in 1832 down to February in the year 1878, when the Greenwich Branch

was extended to Maze Hill, Charlton and Woolwich, 'and virtually became a main line.'

"On the 1st January, 1845, the working of the line (which ran from London Bridge to Greenwich via Spa Road and Deptford) was taken over by the South-Eastern Railway Company, to whom the line then became leased. The rental paid by the South-Eastern Railway Company was £36,000 for

the first year, which was to increase at the rate of £1,000 per annum up to £45,000. The latter is, we believe, the yearly sum paid at the present."

DANGERS OF NATIONALISATION

Meanwhile, Nota Bene mused on the possible nationalisation of the railways: "The question arises as to why some things are worse, instead of better, when put under State control." He gives the example of the transfer of telephones to the Post Office calling it a "dismal failure" which "indicates that there is no

guarantee that the State purchase of the railways would be an unqualified success. I am not arguing the State can always be infallible, but I emphatically assert that failure is inexcusable, and that there is no adequate reason why these undertakings, be what they may, cannot be carried on in a manner at least equally satisfactory to the public and employees by the State, as by private individuals and public companies. It is a failure such as this which puts into the hands of the opponents of railway nationalisation a very powerful weapon indeed."

○ Extracts selected and edited by Mick Holder



Aunt Iris with ex-driver Uncle Mark



The Rose of Kent, closed now, was the Holloway's equivalent of a second home!



The start of the railway dynasty: Tony's granddad



In the 50s drivers and fireman would set off on Continental excursions with their free passes. This was a trip to Italy with Tony's dad in the centre middle

acted as flying pickets in the dispute. 'The down-side of a one-employer family is that there's no one to borrow money off when you're on strike!'

Tony's dad was awarded a silver ASLEF badge at the age of 15 for recruiting 25 cleaners. 'He was proud of that badge. He still has it at home.'

His dad was a local LDC rep for 23 years and his uncle Frank was branch secretary at Waterloo until he retired in 1996. And who took over the role? Why – Tony did!

But it looks like the end of the Holloway railways era: Bill's grown-up daughter didn't join the industry and while Tony's children are only nine and 12, they don't seem destined for the footplate.

YOUNG MEMORIES

'I remember my granddad holding what we called 'railway parties' when I was young. You'd get all the footplate grades round at his house for a couple of days sometimes. Barrels would turn up from somewhere, and people would still be there in the morning. A couple of bacon butties and they'd be back on the pop!'

'My nan used to play the piano and they'd all sing and roll back the rugs and have a knees-up.'

Tony, inevitably, was brought up in railway housing, in Folkestone Gardens in Deptford, next to the track. His youngest uncle (Tosh) used to rent the station house at Tulse Hill. Tosh fired locos for his father until it was decided not to allow family members to work

Tony's Uncle Frank, who is active in the union's retired members' section, with his wife Pat



together as driver and fireman.

'The Holloway clan almost owned our local pub – the Rose of Kent in Deptford. Everyone had their own spot – nan would have her seat and someone else their corner. I remember my granddad's tippie was barley wine with whisky chasers!'

On Boxing Day the family would meet at Tony's grandfather's and after lunch the men would ask if they were 'Going round to see the Wall?' This, for the uninitiated, was a proposal to spectate at Millwall FC.

But the idea that the Holloways never moved from South London is completely wrong. 'We weren't rich, but we travelled more than most,' Tony recalls. 'We used the free travel passes.'

'Every summer a party of 20 sometimes – all Holloways – would set off together from London, cross the Channel and get a coach to Paris. I'd only be four or five in the '60s, but I remember having breakfast there and going in couchettes to Spain.'

'I still have a vivid memory of Franco's police with their three-cornered hats on the train saying they were protecting us from bandits in the Pyrenees. We used to spend a couple of weeks each year in Salou.'

'The kids at our school would be amazed when we came back with a few Spanish words after the summer. Most of them only got as far as Kent.'

The world has changed since those days.



Rene's husband George ('Chopper') Adams on the footplate

'Railway families' are a thing of the past and recruitment is no longer fetching the children along to be interviewed by the 'master'. Tony and Bill are the last of the Waterloo Mafia – but what a wealth of railway history there is within this unique family!

Would you be prepared to be featured in future editions of this column, or know someone who would be a good subject? If you do, please let us know at the ASLEF Journal, 77 St John Street, London EC1M 4NN or journal@aslef.org.uk

ASLEF supports a 'Scotland beyond colour'

At the end of last year the 16th STUC Black Workers' Conference was held in Glasgow's Menzies Hotel with the theme 'Scotland Beyond Colour'.

Nazerin Wardrop, as 2012 Chair, welcomed delegates and introduced Grahame Smith, the STUC's general secretary. He was roundly applauded when he said how sorry Nick Clegg must be for joining forces with David Cameron.

It is not often a guest speaker is allowed to overrun his slot, but nobody was going to stop the inspiring Geoffrey Palmer, the first black professor in Scotland. Geoffrey arrived in London from Jamaica aged 15 and found a series of seemingly-unending obstacles, undoubtedly because of his colour, as he strove to study botany at university. But young Geoff wouldn't take 'no' for an answer. He went to Heriot Watt University where he studied,

taught and finally became a professor. He is now a renowned international authority in his field.

A panel session on 'The Future of Scotland and the Independence Referendum' included speakers from the National Union of Students, Church of Scotland, a Chief Executive and two Members of the Scottish Parliament. It wasn't exactly 'Braveheart', but it provided a thought-provoking 90 minutes!

I backed the civil service union's motion on pensions,



An inspiration to us all: Geoffrey Palmer, professor, charity worker and human rights activist



Pat (back, left) and other members of the STUC Black Workers Committee. The conference re-elected him for the coming year

stressing that we need to protect something we pay for all our working lives – and I couldn't stay in my seat during the debate about the extreme right 'Scottish Defence League'. I questioned why, after this organisation had twice been refused permission to march through Edinburgh, it had been allowed a 'static demonstration'. Happily, its supporters from the south were corralled and sent back on the next train by both BT and civil police. If Edinburgh's council can

say 'No' – then so can yours!

ASLEF's motion opposed cuts to the Equality and Human Rights Commission, whose Help Line and offices in Glasgow and Edinburgh have shut and whose future was under threat. This service was a vital link for often desperate people – and it is only the start of this government's 'austerity' cuts to organisations promoting the equalities agenda.

Paul Patmore, BEM
Representative Committee, District 2

Encouraging conference for Labour in the East

THE East of England Labour Party conference at the end of last year was 'upbeat and informative' according to **Mark Reynolds** of ASLEF's Lincoln Branch. It began on the Friday evening with a meeting/networking opportunity and a quiz which we may not have officially won, but we were top dogs with the 'banter' as we reminded everyone that ASLEF is the only single grade craft trade union. Naturally, Floyd took the lead!

Over the weekend we heard from MPs Harriet Harman, Maria Eagle, Hillary Benn, Chuka Umunna, Caroline Flint, Ed Balls, Kelvin Hopkins and Gavin Shuker: from MEP Richard Howitt and from Bedfordshire PCC Olly Martins. We'd been heartened by the Corby by-election and Labour now controls councils in Harlow, Great Yarmouth, Norwich and Thurrock.

Responding to Wendy Hurst, Maria Eagle said she is aware that the Greater Anglia franchise wants to introduce 'vertical integration' but added that the West Coast debacle has left the government's transport policy in such disarray it would be difficult to implement before the end of its franchise.

Labour's plans for investment – and jobs – on the East Coast and Great Western have been halved while the only major investment in rolling stock was built in Germany. Rural transport and school buses have been subjected to a 26% cut in the local transport fund and £100 million was wasted on the West Coast franchise fiasco.

The Tory austerity programme was roundly condemned with cuts in national and local funding resulting in the loss of police officers and NHS staff (whilst £2 billion is wasted on NHS reform) while it is estimated that the East of England has lost 31,000 jobs since the Coalition came to power. Meanwhile the government wants to cut the 50% tax bracket to 40% – and ignore the loss of Corporation tax revenue.

Our District Organiser Nigel Gibson chaired the workshop on transport that discussed the loss of rural services, closure of booking offices, increased fares, cycle routes and freight on rail; and asked with frustration why Labour had continued with franchising during its 13 years in power. It also discussed proposals for expanding London's airports and the lack of infrastructure at Norwich airport and



Les Bennett, Mark Daniels, Wendy Hurst, Floyd Doyle, Mark Reynolds and Nigel Gibson at the Norwich meeting

Yarmouth docks.

The conference gave us all fresh encouragement to work with communities and build relationship that will ensure a Labour victory in 2015.

DB Schenker Rail (UK) Ltd Recruitment Opportunities

DB Schenker Infrastructure Monitoring is part of DB Schenker Rail (UK). It is a small dedicated team that is responsible for the delivery of the Network Rail infrastructure monitoring programme throughout mainland UK.

perform duties with the highest regard to safety performance and be customer focussed.

The role will involve some lodging away from home and there will be a requirement to work shifts, including nights.

Owing to an increase in the workload we are now seeking to appoint qualified train drivers throughout the UK.

Currently Salary:
£43, 989 with London Weighting Allowance as appropriate

Successful applicants will be fully competent to drive trains on the UK network, have locomotive knowledge, extensive route knowledge and be able to work alone.

Please forward completed curriculum vitae to:
**The Recruitment Team,
DB Schenker, Lakeside
Business Park, Carolina
Way, Doncaster, DN4 5PN**

Ideal candidates will be flexible and committed to service delivery,

or by email to:
**Recruitment.Team@
dbschenker.com**

WANTED



WOMEN MEMBERS

interested in being sponsored to attend conferences as visitors

GET MORE INVOLVED learn more about the union and see how conferences work

UPCOMING CONFERENCES INCLUDE the unions annual conference, TUC womens conference, labour party and TUC congress

CONTACT Wendy Hurst, Secretary of ASLEF's women's committee
Tel: 07788 153 932 or email wendy.hurst3@ntlworld.com

Have we got your number?



Do we have your up-to-date contact details?

- Mobile phone number
- Current email address

Providing this information will allow us to send you targeted and timely information, particularly in times of dispute or unrest.

There are a number of ways to get this information to us:

- Update your details via the ASLEF website www.aslef.org.uk and log into the member area.
- Email info@aslef.org.uk Include your full name, branch, mobile number and email address in the body of the email.
- Give your name, mobile number and email address to your branch secretary, to post on to head office. Your details will not be handed on to third parties.



The union is organising an

OPEN FREIGHT FORUM

**On Wednesday 3 April
From 11:00**

At the Marx Memorial Library, 37A Clerkenwell Green, London EC1R 0DU (nearest tube station: Farringdon).

The event is open to all members but as it will concentrate on informing ASLEF's freight strategy, it will obviously be of more direct relevance to members working in the freight sector.

Numbers will be limited, so if you would like to attend, please contact Dave Gould at head office by email dgould@aslef.org.uk or by phoning 020 73242400.



GRAEME ('Big Potts') POTTER – TRAGIC LOSS OF 48-YEAR-OLD GENT

It is with deepest sadness and regret that I report the passing of brother Graeme Potter. 'Big Potts' was a member of ASLEF's Edinburgh No 2 branch for 30 years.

'Big Potts' was a respected colleague and a friend to all who knew him. It is tragic that the big man was taken in the prime of his life. He was just 48 when he died after an illness he endured and which he fought very bravely.

Graeme will be remembered as a gentleman, a true reflection of what that word means. He never had a bad word to say about anyone. He leaves behind two sons, Michael and Shaun and a devoted wife Linda, a woman who became his life and soul. Our thoughts are with Linda and the family.

Graeme's colleagues in Cross Country and old British Rail are trying to come to terms with the loss of the big man. It is hard for us all, but I'm sure the good memories we all have of the man will help us to cope with this sad loss.

On behalf of everyone, I want to extend a massive 'thank you' to the staff at St Columba's hospice for the exceptional work they do. They helped Graeme, his family and friends alike to cope with his illness. They are the true angels of society.

Rest in peace, Big Potts.

Rab Wicksted, secretary, Edinburgh No 2 branch, for and on behalf of all our members

MARYLEBONE LOSES THREE 'IRREPLACEABLE CHARACTERS' - MICK HILL, ALFIE BRYANT AND CHARLIE O'NEIL

November and December were tough months for Chiltern, and Marylebone in particular. We lost three remarkable characters in this period - Mick Hill, Charley O'Neil and Alfie Bryant.

Mick Hill retired a decade ago and he's been able to enjoy his pension with his feet up.

He's always been a man of few words, and his acceptance speech on his retirement presentation was to the point. Many knew him for his saying (slightly altered for the unfamiliar faces present!) - 'It friggin' cost 'em.'

A real 'Old School' character, Mick was an active part of the fights this union found itself involved in over the years to secure a Final Salary Pension. Although our restructured salary wasn't reflected, he was thankful for what he had earned.

As with so many of his generation, he fired to 50-year-service Drivers and watched them retire with no pension whatsoever. The respect he showed for his colleagues is what made men like Mick a joy to know. Our hearts go out to his family.

I like to think he got more out than he put in - therefore proving that it really did 'cost 'em'!!

Alfie Bryant was yet another 'Old School' Driver who passed away in retirement. Alfie was a true gentleman. Always immaculately turned out, he was the very essence of what made engine drivers the envy of many working men. He radiated the pride that goes with the job.

Alfie was another ASLEF activist, who supported the cause throughout his career.

I first came across him as a BR Driving

Instructor who had remained in Marylebone Branch despite his grade. He was there to help and support, rather than hinder and discipline. But it was a different world in the 1980's!

After his retirement, he was back to work part-time at the rear on the introduction of the preserved 'bubble-car' shuttle service on the Princes Risboro branch line. He was everybody's choice as, looking the part, he could have stepped into any scene in the Railway Children!

Alfie is another character lost to us, but who leaves us with some wonderful memories. Again our hearts go out to his family.

Charlie O'Neil has also died after a short illness. It is always the saddest task of all to have to write of a friend and colleague who never made it to retirement. In the grand scheme of things, Charlie was still a youngster on the footplate.

Charlie spent much of his life as a fire-fighter and an activist in the Fire Brigades Union.

In the short time I knew him I was proud to know a man of such honesty and integrity, who would do anything for his fellow drivers. Sadly, he had been counting the days to his pension, before illness took him away from us.

Right to the end he remained fully supportive of his fellow ASLEF members and regularly offered his advice and experience to me - which I was always glad to accept.

Charlie was a solid, lovely man, who had the respect of everyone he knew. Our hearts go out to his family, who didn't deserve to lose him so early.

All three men have touched each of us in their own way. I am proud to have known them and thank them for all the happy memories they have left with all of us at Marylebone.

Ian Neeve, Chair, Marylebone branch



Brother Herbie Woodward (left) was presented with his 50-year medallion by Brother Herbie White at last month's meeting of ex-Stratford Depot 30A members. Both Herbies are retired members who worked at the depot

We meet up at the Golden Grove pub in Stratford on the last Thursday of every month (except December when it is the third Thursday). If you worked at Stratford, you're very welcome to come along and meet the 20-30 of us who turn up on a regular basis. Also, see 'Upcoming Events' on facing page for details of our reunion on 13 April.

Report by Martin Cargill

GEORGE ('TED') POOLEY – 'A LOVELY MAN'

Ted passed away very peacefully on 10 December, aged 92. I met him two years ago and found out that he had worked for the railway. We had many interesting talks about his experiences on the footplate, and he was very interested in what the job was like now.

Ted started at Neasden in 1937 as a cleaner before progressing to fireman, driver and finally Instructor. He retired in 1983 after 45 years' service.

When I mentioned his name to other drivers, many remembered him and everyone said the same thing. 'What a lovely man.' He was known for his kindness and patience.

On his 92nd



birthday I presented him with a card signed by some of the drivers he had trained. It made his day!

In 1998 Ted and his wife Alisha moved to Shepperton to be near their family. Widowed four years later, Ted was cared for by his niece Linda who he thought of as 'the daughter he never had'. Ted was a lucky man - well thought of by the men he trained and much loved by his family and friends. He will be sadly missed.

Paul De Cogan, Driver, Euston



All smiles at Jubilee East – unless you're reneging on agreements!

A message to management from Jubilee East

Members at a well-attended meeting of Jubilee East branch were angry to hear that agreements with management that were only made last September were already reneged upon and ignored.

The branch acted swiftly to

ensure that management know that we won't be ignored and are resolved to write to the General Secretary seeking a ballot for industrial action.

The branch also carried a motion condemning the removal of safety equipment without a suitable alternative being put in place. Our members will not compromise on safety.

Gary Comfort, secretary, Jubilee East branch

Recognition for 92-year old Matty

On the occasion of the first Annual General Meeting of the Retired Members Section to be held outside London, I was able to escort the oldest member to attend. Matty Daley from Hartlepool made the journey to York's Railway Museum at the age of 92!

He started on the railway in 1936 and was Branch Secretary at Hartlepool for a

quarter of a century, beginning in the late 1950s.

We were all pleased to see General Secretary Mick Whelan present Matty with an Appreciation Certificate in recognition of his many years of service to the union. I understand it is only the second such certificate to be awarded.

When Matty received the British Empire Medal in 1982 he wore his driver's uniform – an ASLEF man through and



Mick Whelan was delighted to pay tribute to Matty's great contribution at the retired members' annual meeting

through!
M. Joyce, Retired Driver, Thornaby

120 years of Buxton Branch!

To mark the 120th anniversary of the Buxton (now Buxton and Peak Forest) branch, we invited National Organiser Simon Weller to visit our January branch meeting. Other visitors to our well-attended branch meeting were DBS company council representative Nigel Roebuck and Northern Rail company council rep John Evans.

Members listened to what Simon, Nigel and John had to say and had the chance to question them afterwards.

I'd like to thank everyone who made the effort to attend, with special thanks to Simon who made the long journey from his home in Brighton. I'm pleased to say that he got home before the snow began to fall later that night!

Paul Costello, secretary, Buxton and Peak Forest branch

Upcoming events

CRICKLEWOOD – 8 MARCH

The next Cricklewood reunion will be held on Friday 8 March at the RAFA club at Ashburnham Road Bedford from 12:00 onwards. For further details contact G. Nash at Bristol or R. Hodson at Wolverhampton

EASTLEIGH REUNION – 9 MARCH

The Eastleigh Reunion will be held at the old BRSA club on 9 March from noon until 18:00. All welcome. Free buffet.

STRATFORD REUNION – 13 APRIL

The Stratford Depot reunion will be held on Saturday 13 April in the Railway Tavern, Angel Lane, Stratford from 16.00 until late. All are welcome. A buffet will be supplied, and there will be a raffle. For more information contact Barry Moore on 07900 132 192 or Barry.Moore@dbshenker.com Anyone wishing to stay at the Railway Tavern should mention the reunion special rates and email info@railwaytavernhotel.co.uk or phone 020 8534 3123.

NORWICH LOCO REUNION - 19 APRIL

This year's Norwich Loco reunion will be held at Arkwright's social club, Hobart Square, Hall Road, Norwich on 19 April from 19:00 hours. All welcome. Free buffet. Further details from Peter Bacon on 0792 5369338 or by email to peter.bacon@ntlworld.com.

DIDCOT ANNUAL REUNION - 4 MAY

The Didcot branch will hold its annual reunion meeting on Saturday 4 May from noon at the GWR Staff Club in Didcot. Past, present and associate members are all equally welcome. More information from A. Lyford.

HITHER GREEN

The Hither Green 'Old Boys' reunion will be held on Wednesday 8 May from 12:00 in the Greyhound (Wetherspoon's) pub in London Road, Bromley (just off the Market Square). All welcome. For more information contact Ray Cooper or Len Blackford from the Retired Members' Section.

BRIGHTON & SUSSEX – 7 MAY

An informal open afternoon will be held for all retired and working members with a connection to Brighton and Sussex Motive Power Depots in the Brighton Railway Club, Belmont (off Dyke Road) from 14:00 on Tuesday 7 May 2013. Further details from Paul Edwards (07402 478 2780) or Paul Horan (07868 757 492).

No beating Snow Hill!

A great big thank you to Birmingham Snow Hill Drivers for their magnificent effort supporting Birmingham Children's Hospital Christmas fund raising.

Special mentions for Mark Aston for collecting, Dave Lighthowlers for his compensation cheque and to Rob Clayton who produced and sold a comedy DVD.

They raised £376 which is a fantastic achievement.

Thanks again guys and gals! You are just fantastic.

Angie Geddes-Smith, Secretary, Birmingham New Street branch



These are the pages where you talk to us. We welcome your letters, either by mail to the **ASLEF Journal at 77 St John Street London, EC1M 4NN** or by email to **journal@aslef.org.uk**. Because of our space constraints, please try to keep your contributions as short as you can. This month we continue our **STAR LETTER feature**. The immensely lucky winner will pocket a rich range of ASLEF regalia!

DAS Disagreement

I write in response to the letter from Hugh Potton in the January ASLEF Journal on the subject of DAS. I don't agree with his desire to minimise the equipment with which drivers must interact and I question his antipathy to DAS.

The Journal often features articles relating to our aspiration to 'professional' status and on occasion comparison is made with the role of an airline pilot. If we wish to be perceived in this light does it really further the argument to seek to minimise our role and to turn our noses up at something which recognises the drivers' ability to improve service performance and gives us an enhanced ability to do that?

To my mind the more technologically complex our role and the more training and competence issues raise our profile, and with them, our status. Correspondingly the more difficult it becomes to diminish our grade and the training required for it.

To return to the pilot analogy, there are a number of cockpit systems, pieces of equipment and crew duties that are 'non-safety critical' but are aimed at improving the economy of operation and company performance.

Are we really saying we want to be seen at that level - but can't cope with the same mindset?

Chris Owen, Machynlleth

Trusty Mark

I would like to thank all ASLEF members who supported me during the recent ASLEF Trustee election, and pay tribute to the other candidates - John Hay, Mark Prenter, Mark Reynolds and Kalid Rana - whose credentials guaranteed that regardless of the outcome, the position would have been filled with dedication and professionalism. Their quality shows that ASLEF is a strong democratic union that gives its members the opportunity to hold positions that make a difference.

As I wrote in my election address, this election was about you - the branch members - who pay your union contributions and expect your money to be invested wisely. As part of the Trustee team, I will ensure your investments are financially prudent and I will

SHOULD WE CLAIM FROM THE ESTATE OF FATALITES?

I'm writing in response to Paul Davies' letter in the January journal about CICA ('Criminal to ignore injuries'). I understand what he is saying, but why should we put our hand in our pockets to pay for what this government has stopped? We are all here to help each other which, when times are hard, we should do. But aren't we also supposed to stand up and fight when we don't agree with something?

ASLEF has now claimed that we should no longer search the line for Network Rail to find fatalities; it's now their responsibility. They say that we have got to prove the person who jumps in front of our trains set out to harm or injure us. Surely this is mental injury? Why don't we pass it back to the government and tell them to prove that person wasn't setting out to injure us? The only person who has these answers is the poor person who is

under our train.

I think the government has now put us in the position that we should instruct our solicitors to claim from the estate of the person who jumps in front of the train; however we didn't have much press about the government stopping this compensation from criminal injuries. But I can envisage the headlines now if we were to start claiming off the estate of the deceased, but, at least it will bring to light what we have to go through.

No one knows how it's going to affect a driver when they have a fatality. It could finish their career. I have not had a fatality but I've endured two very close misses. God forbid it happens, but if it does my instructions will be to claim off the deceased estate for compensation.

**Mark Platt,
Driver, Derby**

work hard to ensure that ASLEF has the financial security to remain an independent trade union with the strength that takes us way beyond the next generation of train drivers.

Mark Daniels, Barking Mainline Branch

Barking Mark now top dog!

I would like to congratulate Mark Daniels of Barking Main Line on his recent election as an ASLEF Trustee. I know Mark well and I am sure he will give the post the 100% it deserves.

It was great to see so much interest in what was possibly one of the largest returns of branch votes in a very long time.

I would also like to thank all the candidates for their conduct during the time of the election, to the Boston, Lincoln, Peterborough and St Pancras International branches for nominating me and to all the members and

branches who emailed, called and supported me.

Keep my name in your branch notes if you would as I may put myself forward for something else in the future.

Mark Reynolds, Lincoln Branch

People made my job a joy

After 31 years - the first 22 in the footplate line of promotion - I am redundant from the railway industry. All good things come to an end at some point and I am content with the outcome.

I'd like to thank Iain Anderson (a TSSA rep, as my last role was clerical), Godric Jolliffe of Thompsons, District Organiser Graham Morris and especially ASLEF's Kevin Eade for the support they gave to me throughout the process.

Thanks too to everyone I have worked with during my career. It's always the people - not

the content - that makes coming to work more than just something that has to be done.

Neal Cowdrey, retired ex-driver

Ballot on CICA?

We all know about this government's latest kick in the teeth to the working classes - its 'withdrawal' of Criminal Injuries Compensation Authority compensation payments to members in times of need. On this occasion I'd like to specifically discuss when a driver is involved in a fatality.

It goes without saying that my initial thoughts are for my colleagues who have been unfortunate enough to experience this traumatic event, and then to the families of the individuals who decided to use the railway to end their lives using the railway. Striking any person is equally traumatic whether the fatality is intentional or not. The withdrawing of the CICA payments to the victims is all the more sickening as these events are, sadly, becoming all too frequent on our railways.

And now we are told that after dealing with the emotional and physical pressures placed on us following these events, we should consider pursuing the estate of the deceased person for compensation!

We are employed to drive trains, be customer service agents, be mobile train fitters, travel advisors etc etc. But we are not employed as solicitors to pursue the family of the deceased for compensation.

I suggest the railway as an industry publicises that it will consider seeking compensation from the estate of a person who uses the railway infrastructure to end their life. Individual TOCs could decide whether or not they include costs for the attributed delays/cancellations. This could deter people from committing this desperate act on the railway if they know to do so could leave their surviving families staring at a demand from

THANKS FOR YOUR UNDERSTANDING

I would like to thank all my friends and colleagues at South West Trains, especially those at Farnham and Woking train crew depots who have put up with me on light duties for the past year.

I have recently retired due to ill health and your support, friendship and words of wisdom have helped me through a difficult time. I must extend my thanks to include LDC and local management teams who have all been very kind and understanding.

Nigel Cummins (Company Council) must get a special thank you for his unwavering hard work, specialist knowledge and skills and for being by my side every step of the way. Thanks also to Lorna Webster at Thompsons solicitors who, through ASLEF, is working hard on a case on my behalf.

I shall stay in touch through social events, friends and as a retired member.

It has been an honour working with you all. Once again, many thanks. Doug Garnham, driver retired

the railway; it would reduce the chances of us having to face these incidents; and save TOCs costs incurred by cancellations/delays. It may sound cold-hearted, but it is a fact of life.

The TOCs should submit claims on our behalf as we are employed as train drivers and may have to face the families at the subsequent inquest through no fault of our own. I certainly don't accept that this is 'an occupational hazard'. Perhaps ASLEF could reach an agreement with the TOCs to set up a claim system? Alternatively we could simply go to one of the numerous compensation claim companies and pursue the payment from our individual TOCs with no fear of retribution. If the government wants to play hard-ball, then we can too.

Some managers argue that we should get nothing because we are paid if we are off work. This is selfish and wrong because the compensation was never intended as a 'little extra'; but to provide a little financial help when drivers are off in order to compensate for lost overtime or other financial increments.

In fact, why don't the TOCs calculate an average of what an individual driver would have earned, pay that and claim the difference from the deceased person's estate?

Whatever method is adopted, something has to be done - and quick. We are not here to take a kicking every time the government feels like it. Maybe a national industrial action ballot on the subject would have the desired effect!

Mark Haggerty, Driver, Bishops Stortford

Thanks from Freight on Rail

A big 'thank you' to ASLEF's Eastleigh Branch for contributing £500 to the Freight on Rail campaign. This vote of confidence for the campaign from the members is a real boost to our work and is much appreciated. We all know how difficult the current environment is - but together we can make a real difference.

Philippa Edmunds, Manager, Freight on Rail www.freightonrail.org.uk

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To advertise in the ASLEF Journal please phone 020 7324 2400 or send an email to journal@aslef.org.uk



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MOTHERWELL 100 REGALIA: To celebrate its centenary, Motherwell Branch has produced commemorative badges (£5), ties (£7 for blue, blue clip-on or maroon) and brochures (£2.50). Cheques to 'ASLEF Motherwell Branch Centenary Fund' and further information from Andy Jones on 07767077907 or

motherwellbs@aslef.org.uk



FAVERSHAM branch is selling mugs and Tee-shirts 'devoted' to Ms Thatcher! Both are £10 and illustrate the branch view of the ex-PM's vicious right-wing policies. They can be obtained from the branch website www.aslef-favershambranch.co.uk or from Andy Cooke at (email) andycooke69@hotmail.com or (mobile) 07771923831.



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Poster Art 150 – London Underground's Greatest Designs - 15 February to 27 October 2013

A new exhibition **Poster Art 150 – London Underground's Greatest Designs**, forms part of the 150th anniversary celebrations of the London Underground. The exhibition features 150 of the 3,300 Underground posters in the museum archive, showcasing famous artists and designers from over the years. **KATY PROCTOR** reports ...

BRANDING AND IMAGE

The Underground Group's earlier publicity was largely ineffective: Original posters were predominantly text-based, letterpress designs in a jumble of typefaces. When Frank Pick was appointed publicity manager of the Underground Group in 1908, he introduced clear and attractive design standards that reflected the modernity, efficiency and style that he wanted the public to associate with the Underground system.

In 1913 Pick commissioned the typographer Edward Johnston to design a distinctive, modern typeface for use throughout the Underground network. The clarity of the Johnston Sans typeface was used on signage and publicity for nearly seventy years and an updated version, *New Johnston*, is still used by Transport for London today. Pick also adopted Johnston's roundel as the network's symbol, and introduced Harry Beck's map of the underground.

PATRON OF THE ARTS

Pick persuaded many eminent, well established artists and designers to accept commissions for posters. The London Underground became established as an important patron of the arts and by the 1920s it had become well known for its stylish, high-quality publicity. Particularly at the time when cinemas were still showing black and white films, the Underground's vibrantly colourful posters were a sign of innovation and

progress. It is interesting to see through the posters how artistic influences have evolved and changed. Initially quite conservative and functional, they become more abstract and contemporary and it is possible to identify influences ranging from art nouveau and art deco to cubism and surrealism.

MODERN TIMES

In the early 1900s underground travel was daunting and new. Maps and etiquette posters were aimed to reassure passengers and help them to navigate the network. Subtle humour is used to promote safe and cooperative behaviour. Posters display instructions on where to find lost property and where to stand on the escalators along with information about new stations, ticket prices and maintenance work. Some advertise mechanical developments and technological improvements such as pneumatic doors, safety devices such as the 'dead man's handle' and the introduction of elevators. The focus is on the Underground's modernity, reliability, speed and safety.

INCLUSIVITY

Of course, posters also aimed to increase ticket sales. The variety of styles and messages found across the posters reflects an effort to appeal to a wide audience of different backgrounds, with different tastes, who use the Underground for different purposes: They carry inclusive slogans and portray a diversity of passengers from all walks of life, representing the Underground as a service for all. They also promote the ease of commuting to work and encourage off-peak use for visiting the sights of London and escaping the city.

ENJOYING AND ESCAPING LONDON

One way of increasing passenger traffic was to promote off-peak travel. Almost every landmark and attraction in London is within



reach of the Underground so many posters enticed travelers indirectly, by focusing on the destination rather than the mode of transport. These posters present the Underground as an essential part of contemporary London life, for use in the evenings and for cultural days out: They depict theatres, cinemas, exhibitions, galleries, museums, parks, cafes, shops and sporting events.

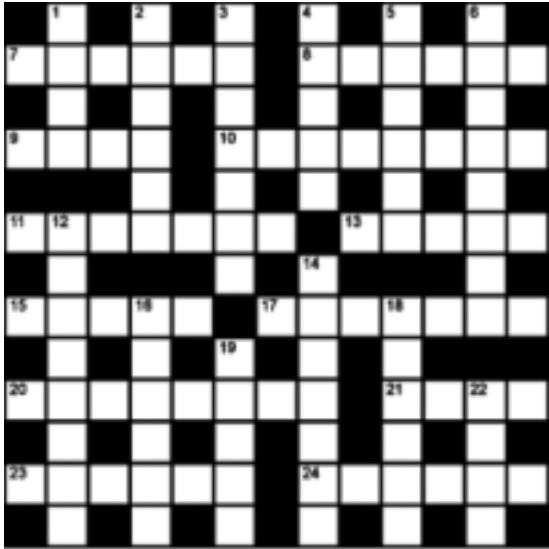
Posters also encouraged people to escape the grime of the city, and travel to the greenery of the suburbs. They advertised day trips and leisure pursuits in the countryside surrounding London. When the transport network expanded and new lines and stations were introduced, new housing developments soon followed. Posters were used to attract homebuyers to the suburbs, presenting the commute from the suburbs to inner city as fast and easy, and travelcards as an affordable option for all.

The pieces selected for this exhibition are works of art in themselves. They also reflect a much broader history of London over the decades: The changing fashions and trends, social and cultural events and technological advances. Admission to the exhibition and main Museum galleries is free to all drivers with a TFL pass.

● **Poster Art 150 – London Underground's Greatest Designs: London Transport Museum, Covent Garden Piazza, London, WC2E 7BB.** Admission to the exhibition and main Museum galleries is free to all drivers with a TFL pass.



Prize Crossword No. 83 set by Zebedee



Solution to prize crossword No 82 which appeared in the February 2013 edition of the ASLEF Journal

Congratulations to **Clive Simmons** from **Bournemouth**

Across: 7 Poplin 8 Crabby 9 Adar 10 Ulterior 11 Tableau 13 Issue 15 Ninny 17 Sticker 20 Strung up 21 Aged 23 Kimono 24 Fought. **Down:** 1 Pond 2 Floral 3 Insular 4 Acute 5 Walrus 6 Absolute 12 Aviatrix 14 Stupefy 16 Neuron 18 Claque 19 Igloo 22 Echo.

Across

7 Yellow, curved fruit (6)
8 Edible bulbs (6)
9 Fermented cereals with hops (4)
10 Becomes more skilled through practice (8)
11 Expressed gratitude (7)
13 Come clean, own up (5)
15 The normal, run-of-the-mill (5)
17 Cases used to carry belongings (7)
20 A native of Canada (8)
21 Expresses a change of

state, water ____ wine! (4)

23 Accumulate on the surface (6)

24 Requisite (6)

Down

1 Intense dislike (4)

2 Yielding no crops (6)

3 Burdened with (7)

4 Work out puzzle or riddle (5)

5 Crammed (6)

6 Breaking with a crack! (8)

12 Uses cautiously and frugally (8)

14 Marked by skill in deception (7)

16 Strong, aggressive woman (6)

18 Led (6)

19 Arms and legs (5)

22 Plural of he, she, it (4)



The winner of this month's crossword will receive Marks & Spencer vouchers to the value of £25

Name.....

Address.....

.....Postcode.....

Thanks for all your responses to the 82nd ASLEF crossword in the February edition. If you complete this month's crossword please send the solution to the Editor, ASLEF Journal, 77 St John Street, London EC1M 4NN by the 14th of the issue month.

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